

DRAFT ENVIRONMENTAL DESCRIPTION

Preliminary Master Plan

Central Intelligence Agency

Langley, Fairfax County, Virginia

I. Introduction

This draft environmental description is issued in compliance with Section 102 (2) (c) of the National Environmental Policy Act of 1969 and Executive Orders 11507 and 11514 for the Protection and Enhancement of Environmental Quality in the National Capital Region.

The Central Intelligence Agency supports the intent of the Environmental Policy Act to improve the quality of the environment. In keeping with the spirit of the Act, the following general description and information is furnished regarding the relative impact upon the environment of the preliminary master plan concept and the associated long-range construction involved as limited by specific Agency needs and budgetary constraints at any point in time. Upon implementation, each phase of the concept would be designed and constructed to comply with

all environmental and ecological standards in effect at that time.

The Central Intelligence Agency foresees no significant adverse environmental effects resulting from the preliminary master plan concept and from the potential construction that may be required to implement this plan; therefore, the impact of this planning upon the environment is considered minimal.

II. Project Description

When the Headquarters Building was designed and constructed (1955-1962), insufficient funding made it impossible for the Agency to be consolidated in one location. Personnel and functions not accommodated in the new Headquarters Building remained in other facilities in the District of Columbia, Fairfax and Arlington Counties, Virginia.

This preliminary master plan provides for the desired consolidation of the Central Intelligence Agency on existing federal property assigned to the Agency, along with two additional parcels of land. The larger of the two parcels is subject to life estates and the smaller parcel is assigned to the General Services Administration (GSA). The use of the life estate property (32.2 acres),

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and the GSA-assigned property (6.9 acres) would contribute to the proposed implementation of the preliminary master plan in stages. The preliminary master plan indicates several low profile structures with a cumulative total area of less than [REDACTED] of administrative building space. In keeping with the comprehensive plan, a low architectural profile is stressed between proposed and existing structures as well as the general topography of the area. This approach permits the proposed structures to be screened behind and below the tree lines and earth berms. The preliminary master plan concept is intended to create a low profile, campus-like atmosphere and to achieve the aesthetic and functional coordination of the entire facility.

III. Probable Impact of the Preliminary Master Plan on the Environment

A. Population

Projected Agency population under the proposed preliminary master plan is within the National Capital Planning Commission's guidelines for the area and includes known projected increases of the Fairbank Highway Research Station, Federal Highway Administration. Currently at Headquarters, 68 percent of our employees reside in

Virginia, 22 percent in Maryland, and 10 percent in the District of Columbia. It is noted that the percentage expressed for Maryland has remained constant for the past 10 years whereas the District of Columbia percentage has declined from 33 percent 10 years ago to its present 10 percent.

The Agency is unique in that our employees serve wherever the need arises according to a rotation system which also enhances personnel growth and experience. Employees are transferred between Headquarters and other metropolitan area facilities for varying lengths of time. In view of these circumstances, Agency personnel have made it a practice to locate their residences within a reasonable commuting distance to the Langley Headquarters Building. The greater number of employees reside within 30 minutes commuting time to Headquarters. This fact, along with supporting data, indicates that a minimal number of personnel relocations would result due to an Agency consolidation at Langley. Ten percent of the personnel to be relocated now work in the District of Columbia with the other 90 percent in Arlington and Fairfax Counties, Virginia. Specific numbers of employees have not been presented since personnel data are classified information, as prescribed by the National Security Act of 1947.

B. Traffic and Air Pollution

Utilization of public bus transportation serving the Headquarters Building is minimal at the present time. However, those personnel utilizing public bus transportation reside within 45 minutes commuting time. According to the results of an inhouse Agency survey, less than 2 1/2 percent of our employees utilize public bus transportation, and the remainder use private vehicles. A survey of vehicular access patterns to the Headquarters site reveals that 45 percent of Agency personnel arrive via the George Washington Memorial Parkway, 41 percent via the Dolley Madison Boulevard (Virginia Route 123), and 14 percent via Georgetown Pike (Virginia Route 193). The Virginia Department of Highways has scheduled improvements to the Georgetown Pike for 1985. It is anticipated that the larger number of Virginia drivers utilizing the George Washington Memorial Parkway will use the Georgetown Pike at that time, and the utilization of all three major highways will be better equalized.

Of the Agency employees to be relocated to Headquarters, 69 percent reside in Virginia, 21 percent in Maryland, and 10 percent in the District of Columbia. Since most Agency facilities are in Virginia and the existing

residential patterns are in reasonably close proximity to the Headquarters Building, it is projected that mileage and travel time for the greater number of personnel will be reduced by 25 percent, except for those residing in the District of Columbia. District of Columbia residents will, however, travel in the reverse traffic flow on the George Washington Memorial Parkway and Virginia Route 123 during peak traffic hours. The net effect of this decrease in travel time should result in a reduction of vehicular air pollution in this region.

Continuing joint efforts and coordination by the Agency, General Services Administration, and Environmental Protection Agency relative to air pollution from power-plant heat-producing equipment has brought both qualitative and quantitative particulate and gaseous emissions within the standards of the Environmental Protection Agency.

C. Water and Sewerage

The potable water supply is obtained from the District of Columbia and is provided to the Agency through the jurisdiction of the city of Falls Church. The existing system has the capacity to supply standard

quantities of water for the projected increase of personnel and functions. It is therefore anticipated that this preliminary master plan when implemented will have little, if any, impact upon the Metropolitan Washington Council of Governments' Water and Sewerage Plan and Program 1971-1972.

The existing Headquarters sanitary sewer system has an adequate reserve capacity to handle the projected increase. The sewerage lift station on the site is owned, operated, and maintained by Fairfax County, and the ultimate effluent destination is the Blue Plains Sewerage Treatment Facility in the District of Columbia. In order to ensure that the present and projected effluent content meets established standards, the Philadelphia office of the Office of Water Programs, Environmental Protection Agency, is currently conducting qualitative and quantitative assessment of the physical, chemical, and thermal characteristics of the residue. This preliminary master plan, when implemented, will have minimal adverse effect on water quality standards in the region as the Agency will comply with all regulations in effect at the time of implementation.

D. Land Use

Development of the site as planned will take advantage of the few existing open areas to the maximum extent possible. The natural wooded land area screens to the north, east, and south portions of the site will be undisturbed and will continue providing natural visual and security buffer zones. The land area to the west, facing Turkey Run Park, National Park Service, and the Fairbank Highway Research Station, Department of Transportation, will become a landscaped and natural wooded buffer zone to shield and preserve the natural effects of the parklands and provide a security buffer zone. The completed facility would appear as a heavily wooded area when viewed from outside the site. Twenty-nine percent of the existing site (213 acres) is developed (roads, structures, and parking), 44 percent landscaped, and 27 percent undisturbed. With the implementation of the preliminary master plan and acquisition of the additional 38 acres, land use percentages would be 31 percent developed, 43 percent landscaped, and 26 percent undisturbed.

E. Ecological Systems

It is believed that the effect on ecological systems would be minor in that a large percentage of the area would be retained in its natural undisturbed state. This will continue to provide a buffer zone with the remaining developed area enhanced by landscaping. The original site has been fenced for more than 12 years. The recently acquired property from Federal Highway Administration excess land is now fenced. There is little wildlife in the area other than birds; and, to this end, it is a sanctuary resulting in the preservation of the biota.

Storm drainage follows natural drainage systems into the Potomac River. Ground cover is well established in the area; thus, siltation is kept to a minimum. Storm drainage from the area, therefore, should have little or no abnormal effect on marine life in the Potomac River. If deemed necessary, storm drainage could be impounded on the site, as proposed by the Metropolitan Washington Council of Governments Water and Sewerage Plan and Program 1971-1972.

F. Housing

It is a well-publicized fact that there is an inadequate supply of housing for low and moderate income groups in the Metropolitan Washington Area. The Metropolitan Washington Council of Governments "Housing Policies and Programs 1971" states that their objective is to present a concerted effort in overcoming area housing problems. It is believed that by the time this preliminary master plan is implemented, Agency employees who are presently in this low and moderate income group will have taken advantage of housing opportunities available to them. The Agency is concerned in meeting and sustaining its commitments to equal employment opportunities. To this end, 2.5 percent of those to be relocated are in the low income status of which less than 4 percent are in a minority group. Thirty-two percent of the personnel to be relocated are in the moderate income status of which 10 percent are in a minority group. Of the personnel currently in the low income status, 30 percent reside in the District of Columbia (NW), 63 percent reside in Virginia, with the remaining 7 percent in Maryland. Those in the moderate income status have the following places of residence:

13 percent in the District of Columbia (1/2 NW, 1/4 NE, and 1/4 SE), 76 percent in Virginia, and 11 percent in Maryland. In view of the current distribution of employees by place of residence, the Agency will be in compliance with regulatory procedures on housing of the Department of Housing and Urban Development and the General Services Administration as announced in the Federal Register, (dated June 7, 1972) Volume 37, No. 110, pages 11367-11374, respectively.

IV. Probable Adverse Environmental Effects

A probable adverse environmental effect which cannot be avoided will be the increase in developed acreage; however, this will be offset through landscaping. No other adverse environmental effects are foreseen as implementation of the plan does not impose any additional requirements upon the region.

V. Alternatives Considered

Maintain our existing space occupancy. This would involve retention of our Headquarters Building and GSA leased and assigned Federal space now occupied. Some of this Federal property is planned for other long-range usage by other Government agencies.

Consolidate all external facilities on a new site other than the Headquarters compound. This action would not necessarily result in any increase in day-to-day operating efficiency.

Monolithic structure versus a multibuilding campus approach. A monolithic structure would be aesthetically incompatible in terms of mass and relative appearance with the Headquarters Building. The multibuilding approach, stressing low structural profiles, could be more successfully integrated into the topography and the natural physical attributes of the site.

Complete surface parking versus parking structures. In view of the amount of surface development required for parking, a combination of parking structures and surface parking was utilized. This approach reduces the amount of surface development and maximizes the preservation of natural growth.

VI. Relationship Between Short-Term Uses and Long-Term Productivity

The short-term uses of this site environment will involve the implementation of facilities indicated on the preliminary master plan. The planned utilization

of existing natural growth, cleared areas, and landscaping will enhance the character of the area relative to an acceptable balance between natural and man-made entities. In essence, the appearance of the site will continue to be a large natural wooded area. Periodic planting of additional trees, proper upkeep of landscaping, and a limitation of surface facilities development, will protect and preserve ecological systems and ensure optional land resource utilization for future generations.

VII. Irreversible and Irretrievable Commitments of Resources

The irreversible or irretrievable commitment of resources under this preliminary master plan is expressed in the commitment of monetary resources for the construction necessary for its implementation. However, anticipated monetary savings and increased efficiency would amortize the costs of the preliminary master plan implementation within acceptable accounting procedures.

APPENDIX I
SUMMARY SHEET

Draft Environmental Description

Central Intelligence Agency
Director of Logistics
Washington, D.C. 20505

Preliminary Master Plan

The preliminary master plan presents the ultimately desired consolidation of the Central Intelligence Agency on assigned Federal property at Langley, Fairfax County, Virginia.

The environmental impact and adverse environmental effects of the preliminary master plan have been determined to be minor.

Alternatives considered were:

- Maintain existing space occupancy.
- Consolidate all external facilities on a new site other than the Headquarters compound.
- Monolithic structure versus multibuilding campus approach.
- Complete surface parking versus parking structures.

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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM: Deputy Chief, Real Estate & Construction
Division, OL
906 Ames

EXTENSION

3017

NO.

DATE 5 OCT 1972

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

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2.

3. Director of Logistics
1206 Ames

20 OCT 1972

FYI:

Attached is the final version of the draft environmental description which incorporates the effects of the recent revisions to the preliminary master plan. This draft environmental description, the DD/S's letter of transmittal, and the required sets of preliminary master plan drawings will be hand carried to NCPC on the morning of 11 October.

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